

## Problems With PGM Tester Software SN131

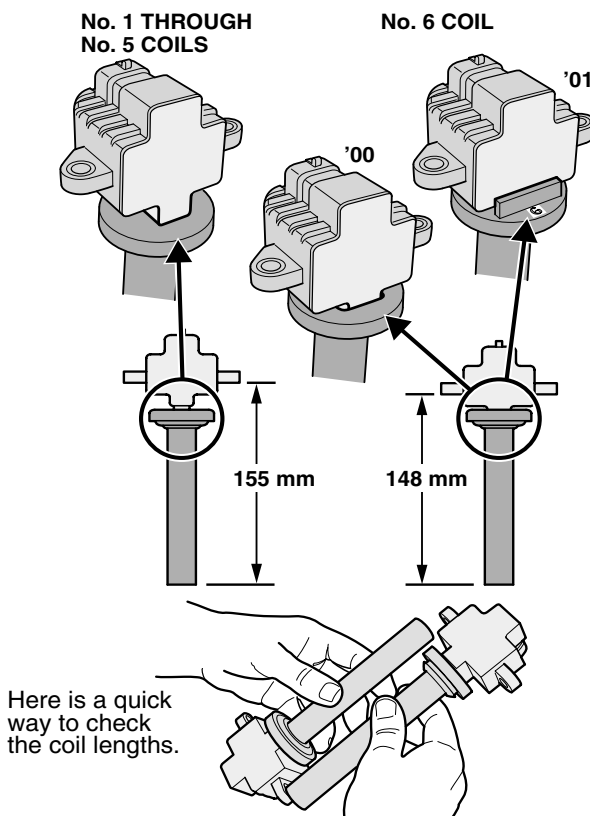
PGM Tester software version SN131, sent to your service manager on the May HONDANET CD, has some reported problems with rewriting the ECM/PCM after replacement and initializing SRS side airbags. These problems will be corrected in the next software release.

So in the meantime, keep using SN122P, and use SN131 *only* when you need these functions:

- 2001 Civic – freeze data and evaporative system tests.
- 2001 Civic GX (CNG) – all functions.
- 2001 Insight – immobilizer, IMA, and freeze data.
- The fuel tank pressure (FTP) for evaporative system testing.

## Ignition Coil Lengths Are Different: '00–'01 Passport

On '00–'01 Passports, the ignition coils are *two* different lengths. The No. 1 through No. 5 coils are *7 mm longer* than the No. 6 coil. If you install the shorter No. 6 coil in any cylinder other than the No. 6 cylinder, you'll cause performance problems, and misfire DTCs will set.



## Low Battery Charge Can Cause SRS DTCs

On all Honda models with SRS, a battery that's *not* fully charged can cause an SRS DTC; and this can be any DTC from 5-1 through 8-6. In Honda service manuals, these DTCs are listed as an "Internal failure of SRS unit," but low battery voltage can also cause them to set. So, before you troubleshoot the SRS for any of these DTCs, follow these guidelines:

1. Check the state of charge and the condition of the battery. Recharge or replace the battery as needed.
2. Check the charging system, and make any needed repairs.
3. Use the PGM Tester to clear any SRS DTCs, then turn the ignition switch ON (II), and check the SRS indicator:
  - If the SRS indicator stays on longer than 6 seconds, check for DTCs with the PGM Tester. If the DTCs are set again, replace the SRS control unit.
  - If the SRS indicator comes on and then goes off 6 seconds later, the system is OK.
4. Start the engine with the headlights, brake lights, and A/C on to load the system. If the SRS indicator stays off, the DTC was caused by a battery or charging system problem that's now fixed. Return the vehicle to your customer.

## ATF Leak at Differential Seal

On '98–'00 Accords with A/T and '99–'00 Odysseys, before you replace a differential seal for an ATF leak, check for a damaged differential carrier bearing. Grab the inner CV joint or the intermediate shaft, and push up and down and back and forth. If the differential carrier moves excessively, the differential carrier bearings are damaged and you'll need to replace the A/T with a remanufactured unit. Replacing just the differential seals will *not* fix the problem.

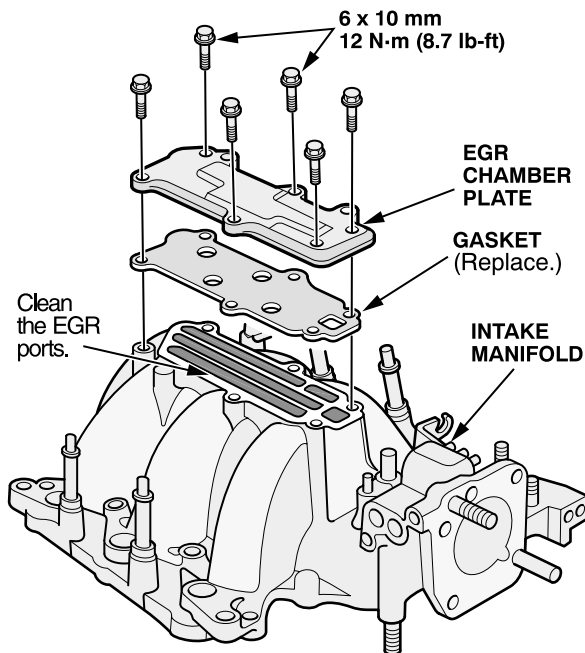
## Sticking Speedo and Tach Needles: '01 Civic

On '01 Civics, if the speedometer needle or the tachometer needle repeatedly sticks, disconnect both battery cables, and touch them together. This usually fixes the problem, but if this doesn't, replace the gauge assembly. After replacing the assembly, the odometer will be at zero. At this time, new odometers *cannot* be rolled forward to the actual mileage; so make sure you follow the odometer mileage regulations that apply to your state.

## DTC P0133: '95–97 Accord V6

On '95–97 Accord V6s, if the EGR ports in the intake manifold are blocked, the EGR gases will **not** be distributed evenly to the cylinders. This uneven distribution of EGR gases can cause the MIL to come on and DTC P0133 (heated oxygen sensor slow response) to set.

To check if the EGR ports are causing this DTC, monitor the primary oxygen sensor voltage while the engine is idling (at normal operating temperature) and at 2,500 rpm. If the sensor voltage fluctuates between 0.10 V and 0.90 V, the sensor is OK, and the problem is blocked EGR ports. To fix the problem, remove the EGR chamber plate, and clean the EGR ports in the top of the intake manifold.



## PGM Tester Won't Accept VIN: '98–99 Accord

On '98–99 Accords, whenever you manually enter a VIN into the PGM Tester, make sure you press the YES button when entering the VIN year letter X or W; do **not** press the ENTER button. If you press the ENTER button, the PGM Tester will **not** accept the VIN.

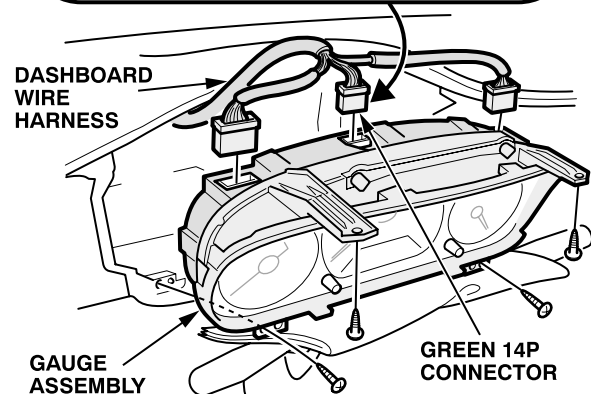
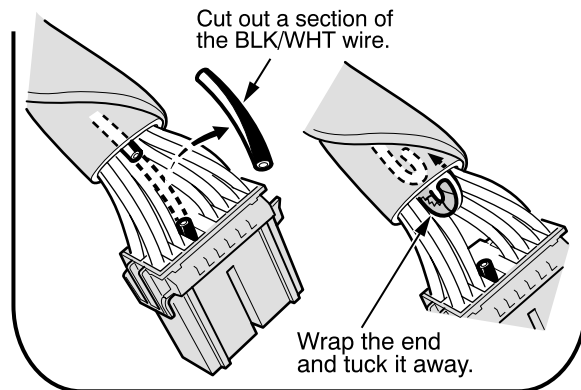
## Don't Turn In-Dash CD Changer Upside Down

When you're working on a Honda vehicle with the in-dash 6-disc CD changer, be careful when you remove it from the vehicle. The changer has six individual trays inside that hold the CDs in place. Should you turn the changer upside down, the trays could easily become misaligned. If this happens, the changer will **not** accept CDs, and it will need to be sent out for repair.

## Ceiling Light Timer Out: '01 Odyssey EX

All '01 Odyssey EXs have a 3-minute timer that, when you have the light control switch on the dash in the Door Activated position, turns off the interior lights if you leave any door or the tailgate open. If your customer complains that this feature is **not** working in their vehicle, the problem may be an extra wire in the dashboard wire harness, which is disabling the timer. Verify your customer's complaint; if the timer is disabled, follow these steps:

1. Remove the gauge assembly (see page 22-70 of the 1999–01 Odyssey Service Manual).
2. Locate the BLK/WHT wire at terminal A10 on the green 14-pin connector of the dashboard wire harness.



3. Cut the BLK/WHT wire at the base of the connector and where it enters the urethane foam.
4. Wrap the end of the cut wire with electrical tape; then, fold back the wire, and tuck it under the foam. (This ensures that nobody tries to repair the cut wire later.)
5. Reinstall the gauge assembly.

## S/M Fix: Fuel Pressure Test, '00-01 Accord V6

On page 11-90 of the 1998-01 Accord Service Manual V6 Supplement, the fuel pressure specs in steps 12 and 13 of the Fuel Pressure Test need to be revised.

The '00 Accord V6 2-door models from VIN 1HGCG2...YA035749 on, and '00 Accord V6 4-door models from VIN 1HGCG1...YA076105 on, have the same fuel pressure regulator that's used in '01 Accords. This regulator, identified with a black dot on the top, has increased fuel pressure to improve hot engine starting with winter fuel. The pressure was increased from **43 psi (3 kgf/cm<sup>2</sup>)** to **50 psi (3.5 kgf/cm<sup>2</sup>)**.

So, if you're doing the fuel pressure test on an '00 model with this high pressure regulator, the pressure gauge reading in step 12 should be **48 to 54 psi (3.3 to 3.8 kgf/cm<sup>2</sup>)** with the vacuum hose disconnected and clamped, and in step 13, the pressure gauge reading should be **38 to 46 psi (2.7 to 3.2 kgf/cm<sup>2</sup>)** with the vacuum hose connected. (These are the same readings you should get for an '01 model.)

Make a note at steps 12 and 13 on page 11-90 to remind you of this change for '00 models.

## Windshield Molding Wind Noise: '01 Civic

On '01 Civics, a whistling, howling, or fluttering noise from the dashboard or upper windshield may be coming from the windshield molding(s).

To isolate the noise, cover the moldings with tape, then test-drive the vehicle to check if the noise goes away. Remove the tape a section at a time to determine which molding is causing the noise.

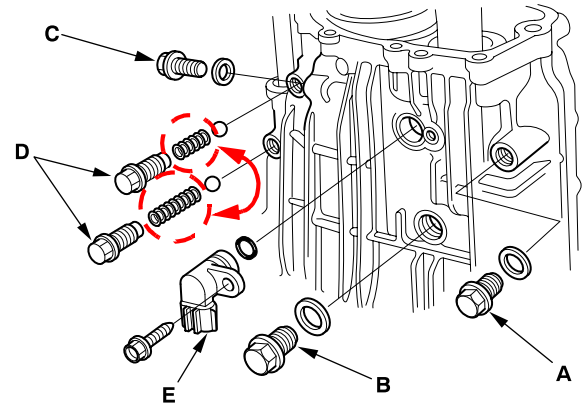
- If the noise is coming from the upper windshield molding, refer to the repair procedure in S/B 00-064, *Deformed Windshield Molding*, filed under Body.
- If the noise is coming from the A-pillar moldings, refer to page 20-30 of the 2001 Civic Service Manual, and reattach the A-pillar moldings.

This tip came to us from **Terry Blizzard** of Lejeune Honda Cars in Jacksonville, NC. Thanks Terry!

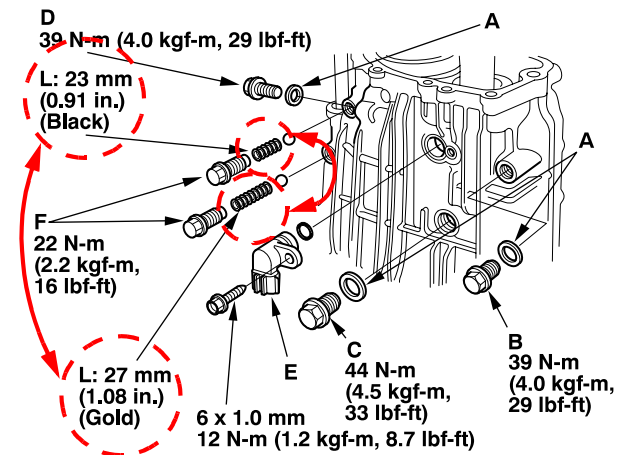
## S/M Fix: M/T Disassembly/Reassembly, '00-01 S2000

In the '00-01 S2000 S/M, step 8 on page 13-22 and step 23 on page 13-59 have the wrong orientation for the two set screw springs. The **shorter** black spring should be on the **lower (rearward)** set screw, and the **longer** gold spring should be on the **upper (forward)** set screw. Make these changes in your copies of the S/M:

**Page 13-22, Transmission Disassembly, step 8:** Replace the illustration with this:



**Page 13-59, Transmission Reassembly, step 23:** Replace the illustration with this:



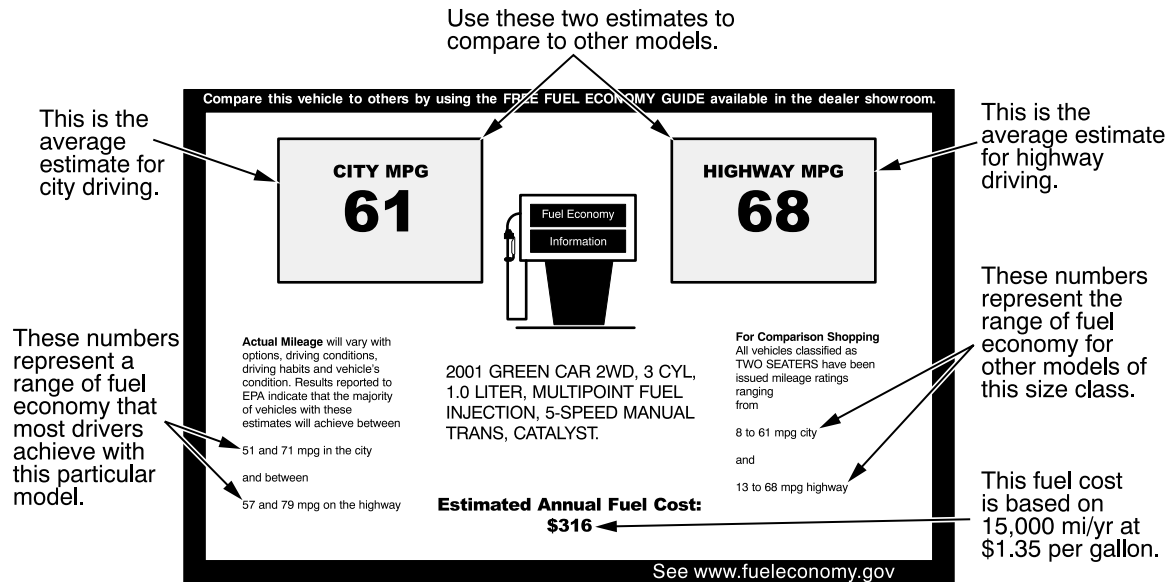
## Delayed Upshift After Cold Start

NOTE: This condition occurs on A/T-equipped '98-01 Accords, '96-01 Civics, '97-01 CR-Vs, and '99-01 Odysseys.

If you get a delayed 1st to 2nd and/or 2nd to 3rd upshift right after a cold start-up or when the coolant temperature is below normal, there's no problem— it's a normal characteristic in these vehicles. The high rpm upshift helps warm the catalytic converter to reduce exhaust emissions at cold start-up.

## Fuel Economy Q & A

Tech Line fields many questions on fuel economy, including why some vehicles don't get the fuel mileage estimates shown on the fuel economy label (part of the Monroney label that's on every new car and truck). Before you read this Q & A, here's a sample label with an explanation of its contents.



**Question:** Why can't I get the City and Highway mpg estimates shown on the label?

**Answer:** The mileage estimates on the label reflect the average mpg attained by similar vehicles in a model line under controlled laboratory conditions and are *not* the result of an actual road test. And remember, as stated on the fuel economy label: "Actual mileage will vary with options, driving conditions, driving habits, and vehicle's condition."

**Question:** Just how are the EPA mileage estimates made anyway?

**Answer:** Test vehicles are run by professional drivers on a treadmill-like device that measures exhaust emissions and fuel usage. During the test, the vehicle's headlights, A/C, heater, audio unit, and all accessories are turned off. Upshifts on M/T vehicles are typically made at 15 mph (1st to 2nd gear), 28 mph (2nd to 3rd gear), 41 mph (3rd to 4th gear), and 52 mph (4th to 5th gear).

The City portion of the test simulates a 7.5 mile stop-and-go trip with an average speed of 20 mph. The trip takes 23 minutes, has 18 stops, and keeps the engine idling about 18 percent of the time to simulate rush hour traffic delays.

The Highway portion of the test simulates a 10-mile drive with speeds averaging 48 mph. It's run from a hot start in a mix of rural and interstate driving conditions. There are no stops, and there's not much idling time.

When both test results are known, the City mpg is lowered by **10 percent**, and the Highway mpg is lowered by **22 percent**; this makes the results closer to "real world" fuel consumption.

**Question:** How do I calculate mpg?

**Answer:** You divide the miles driven by the number of gallons of fuel that you used.

**Question:** How can I increase my vehicle's mpg?

**Answer:** To increase your vehicle's mpg, do this:

- As often as possible, accelerate slowly and smoothly, keep your engine speed below 3,000 rpm, and lower your road speed.
- Keep your tires inflated to the specs listed on the doorjamb sticker.
- Keep your vehicle in top condition by following the maintenance schedule listed in your owner's manual and by using the recommended engine oil.

**Question:** Where can I get more info on fuel economy?

**Answer:** You can get a free copy of the *Model Year 2001 Fuel Economy Guide* by any of these means:

**Mail:** National Alternative Fuels Hotline  
9300 Lee Highway  
Fairfax, VA 22031-1207

**Phone:** 800-423-1363

**Internet:** [www.fueleconomy.gov](http://www.fueleconomy.gov)

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ASN 22665 (0105)